Urban Design Element

Purpose and Relationship to GMA

Urban design can be defined as a branch of planning which is primarily concerned with the functional and visual relationships between people and their physical environment, and the ways in which those relationships can be improved. It can also be thought of as the integration of planning, architecture and landscape architecture. Urban design is not a required element under the Growth Management Act, but it is an important concept that contributes directly to the community's quality of life and the achievement of the GMA's planning goals.

Urban design has three distinct components, which vary in scale. These are described below.

Urban spatial structure

This is urban design on a large, or macro, scale. It involves the deliberate distribution, scaling, and combination or separation of land uses to create an integrated whole which defines the form of the community. For example, it involves locating, linking and defining roles for activity centers, open spaces or major transportation corridors.

Urban components

This is urban design on a medium scale. This involves the design of public and private areas of the City, including streets, parks and plazas, and defining the relationship between the physical location of different uses and the placement of buildings.

Urban details

This is urban design on a small, or micro scale. It involves projects such as the choice of street furniture or colored and textured pavers for an area such as Main Street. The design of urban components and their details for projects such as Bothell's Main Street are often thought of as urban design, but in reality they are simply the micro component of the overall urban design concept.

Although the City at present has no formal design review board which oversees and implements a formal design review process, the City conducts design review in conjunction with any application for permit review. Currently, building and site design standards are regulated within the Bothell Municipal Code. The regulations contain standards for, building design, setbacks, building placement, impervious coverage allotments, critical areas protection and preservation, and natural vegetation retention. Guidelines for the design of streets are included in the Design and Construction Standards. These regulations and standards all contribute to the design of individual projects and to the overall design of the community. The City's role in urban design is a large and important one since the public sector has traditionally had responsibility for the open space, transportation, utilities, and permitting portions of planning. By the same token, the concept of overall design control on a large (i.e. "citywide") scale is best overseen by the public sector.

It is anticipated that in the future the role played by the City in urban design will continue to gain in importance. As the City grows and strives to meet the requirements of the Growth Management Act; as the amount of land within urban areas available for development dwindles; as mixed uses and other

creative approaches to land use within urban areas become more viable; as the transportation system becomes increasingly burdened; and as environmental issues come increasingly to the forefront, urban design that strives to integrate individual developments into a coherent whole and achieve harmony between the built and natural environments will become increasingly critical to helping maintain the quality of life that the people of Bothell have come to expect.

Planning Area Profile

When drafted in 1971, Bothell's Comprehensive Plan concentrated on three specific areas with regard to urban design within the City: the Central Business District (CBD), signs, and lighting. Bothell first became heavily involved in urban design issues with the creation of the North Creek Valley Plan in 1979 which sought to define community goals and policies for the development of the North Creek Valley and the surrounding hillsides. The overall general goals for the North Creek Valley Plan recognized the role that urban design plays in shaping the form and content of the environment:

> "Recognize the North Creek Valley as a unique resource suitable for a multiplicity of uses by providing for a variety of uses which will be compatible with each other and the setting…"

Specific standards for architectural features, landscaping, signage, parking and streets were developed which defined the appearance of the valley as it developed and its overall form.

A 1985 amendment to the Comprehensive Plan implemented urban design concepts recommended for Main Street within an Urban Land Institute (ULI) study conducted in 1984; As a result of this 1985 amendment, Main Street was reconfigured and landscaped to create a more pleasing pedestrian environment.

The 1992 annexation of Canyon Park created a substantial urban design challenge: how to visually and functionally integrate North Bothell and South Bothell so as to create the perception and feeling of one community, while respecting and, where possible, enhancing the unique identities and characters of individual residential and business areas throughout the City.

The planning of the University of Washington Bothell / Cascadia Community College campus in the late 1990s applied urban design concepts to integrate this significant addition to both the broader community and its natural environment.

The development of the Downtown Subarea Plan and Regulations, adopted in 2009, drew heavily on urban design principles to develop a community vision, a strategic revitalization strategy and a form-based zoning code and development regulations to help revitalize the historic core of Bothell.

The growth the community has experienced, and is expected to continue to experience, makes the careful review of the three urban design elements discussed above increasingly important to the community. Policies and actions in the Land Use, Natural Environment, Transportation and Economic Development Elements of the Comprehensive Plan with regard to activity centers, open space corridors and the Bothell Circulator, for examples, relate directly to the goals, policies and actions incorporated in this Urban Design Element. The following goals, policies and actions address the concerns in detail and many illustrations of design concepts are provided.

Development of Goals, Policies and Actions

The following Goals, Policies, and Actions were developed from a collaborative effort of the City Council, Planning Commission, public, and a professional architectural and urban design consulting firm.

Illustrations for this Element were also taken from A Guide to Land Use and Public Transportation, published by the Snohomish County Transportation Authority, and the Residential Development Handbook for Snohomish County Communities. The policies within this element were further refined during the major update of the plan which occurred in 2001 – 2004 and again in 2014 - 2015.

Urban Design
Goals, Policies and Actions

Goals

UD-G1 To achieve a sense of harmony among the built, natural and cultural environments through the application of design principles to individual buildings, residential, commercial, and industrial districts, and the City as a whole.

UD-G2 To establish and foster a sense of community pride and identity.

UD-G3 To reduce dependence on the automobile through building, site and district design which promotes pedestrian, bicycle, and transit usage.

UD-G4 To ensure that new development is of high quality, on a human scale, and compatible with its surroundings.

UD-G5 To visually integrate the various residential, commercial and industrial areas of the City.

UD-G6 To partner with the private sector to ensure that individual developments are coordinated in a way that preserves and adds value to the whole community.

Policies

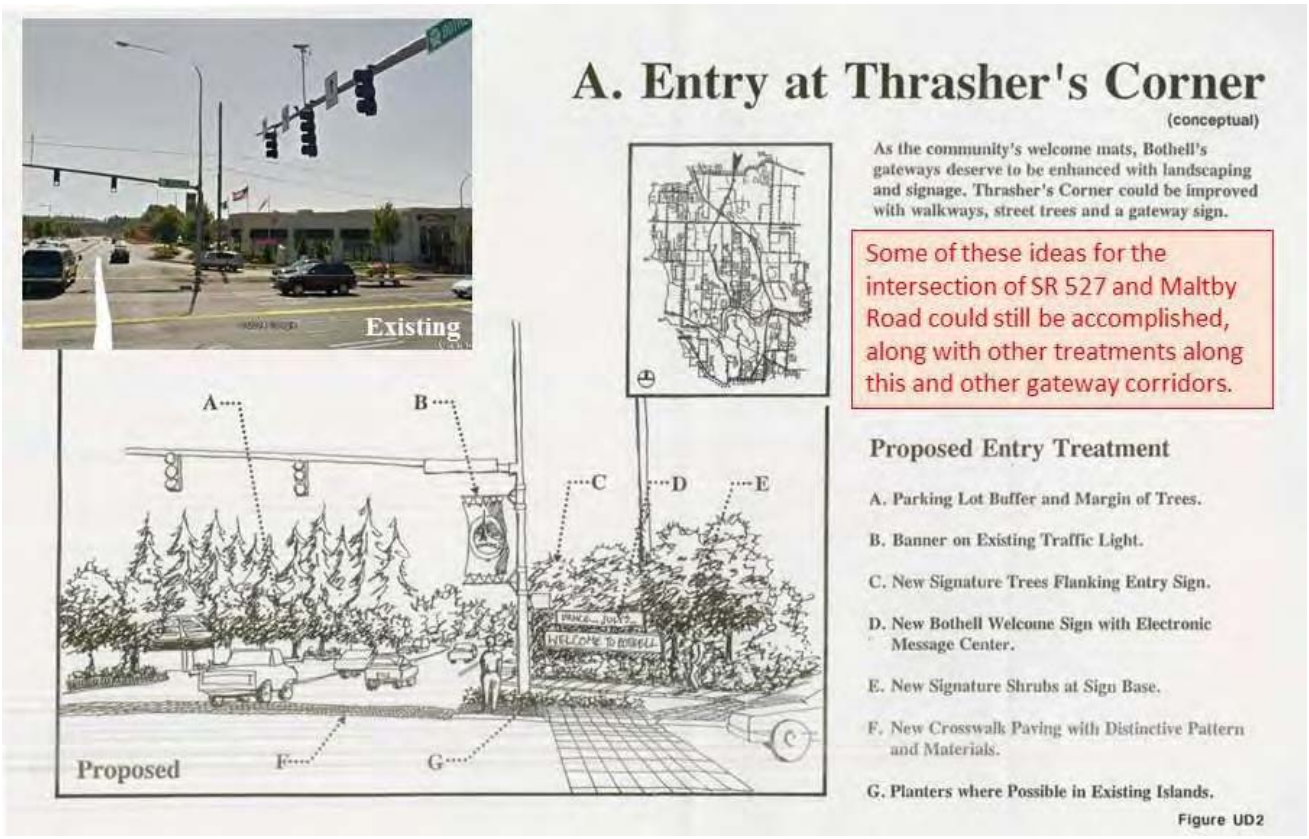
UD-P1 Improve selected arterials within the Planning Area as landscaped boulevards to visually integrate the community and provide a pleasant driving, transit-riding, bicycling and walking experience along arterials. This system of boulevards should consist of features including the following:

- Landscaped or aesthetically designed medians and a street tree planting scheme;
- Well designed transit stops and architecturally designed shelters;
- Bikeways;
- Well designed walkways and special pavement treatment at appropriate areas;
- Noise attenuation walls where appropriate;
- Special landscaping treatments at gateways to the City, including "Welcome to Bothell" signs, possibly incorporating electronic message displays to announce City activities.
- Special sidewalk, street furniture, street trees, light fixtures, and other design features should be created for boulevards within and linking activity centers.

Figure UD-1 depicts the proposed designation of arterials which would comprise the boulevard system. Figures UD-2 through UD-4 depict recent, in-progress and proposed entry treatments at Wayne Curve, Bothell Landing (the downtown core at SR 522 and Bothell Way NE and Thrasher's Corner, elements of which could be applied to other entry treatments.

Imagine Bothell... Comprehensive Plan
Updated Through 2009 Plan Amendments

Figure UD-1



UD-3: New sign, median treatments, landscaping and decorative lights and railing SR 522 begin the entry sequence into the Downtown Subarea. Similar elements could be used at other gateways.

Figure UD-4: Median treatments at Wayne Curve continue the west entry sequence.

Figure UD-5: Envisioned park expansion & development along the new SR 522 signal arrival in downtown.

UD-P2 Promote site design features in Bothell's community and regional activity centers and other residential, commercial and industrial areas which encourage transit, pedestrian and bicycle mobility. Examples of such features are depicted in the following referenced figures:

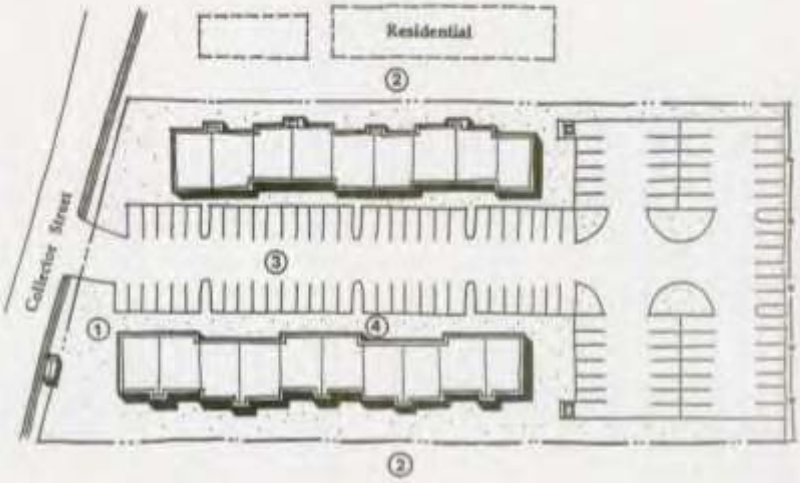
- Small apartment complexes, **Figure UD-6**;
- Large apartment complexes, **Figure UD-7**;
- Office buildings, **Figure UD-8**;
- Office / industrial parks, **Figure UD-9**;
- Shopping centers, **Figure UD-10**;
- Park and Ride lots, **Figure UD-11**.

(**Figures UD-6** through **UD-11** are from A Guide to Land Use and Public Transportation, published by SNO-TRAN, the Snohomish County Transportation Authority.)

Small Apartment Complex - Typical

Typical Problems:

1. No pedestrian entrance into the apartments.
2. No connections to neighboring activities.
3. Parking is the dominant feature.
4. No buffer zone for pedestrians between front doors and parking.



Transit-Compatible - Small Apartment Complex

Transit-Compatible Objectives:

1. Attractive entrance from the sidewalk and adjacent bus stop.
2. Walkways provide clear circulation throughout the development and connections to neighboring developments.
3. Bus stop is easily accessible.
4. Pedestrian courtyard with connections to neighboring developments.

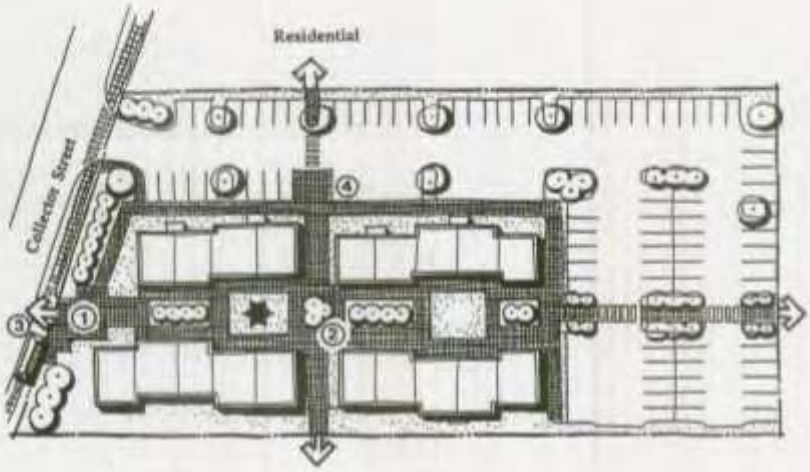
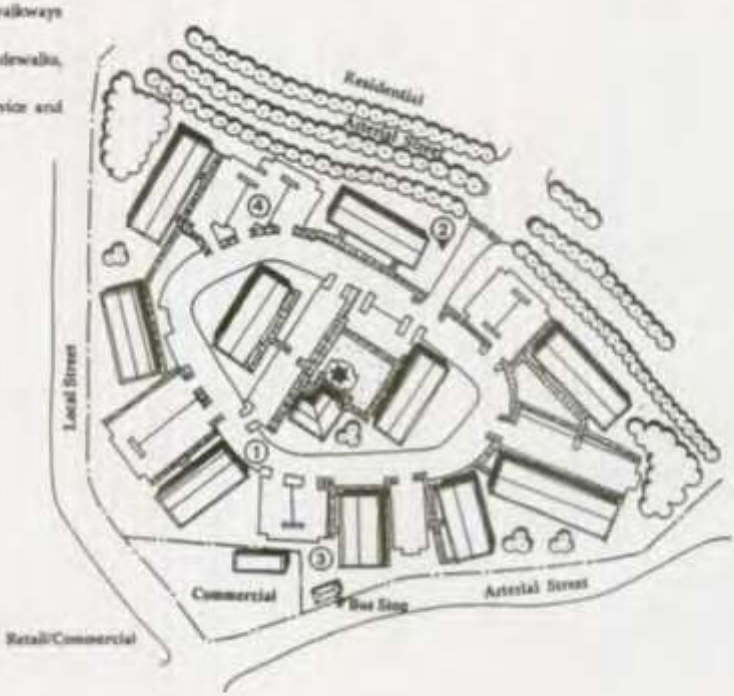


Fig. UD-6

Large Apartment Complex - Typical

Typical Problems:

1. Haphazard site design makes walkways disjointed and confusing.
2. Interior walkways do not connect to sidewalks, adjacent activities or bus stop.
3. Looped interior street prohibits bus service and limits pedestrian access to bus stops.
4. Development oriented to parking lots.



Transit-Compatible - Large Apartment Complex

Transit-Compatible Objectives:

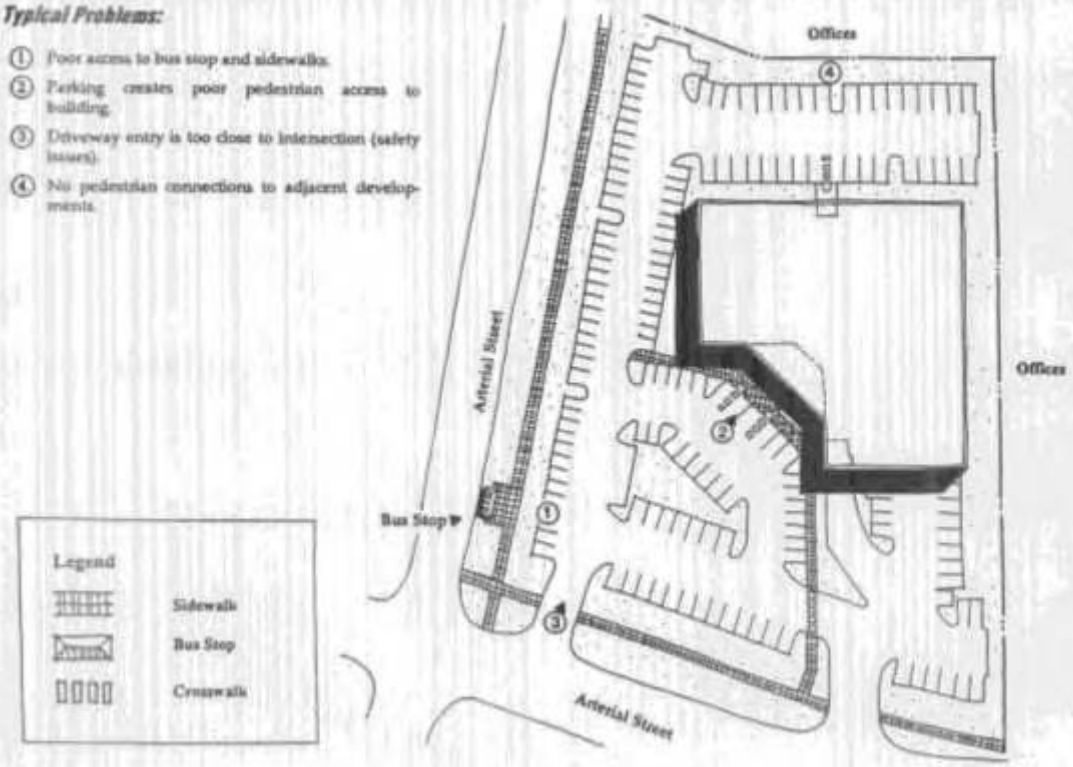
1. Local street improves access, circulation and building orientation.
2. Walkways throughout the site provide convenient access to neighboring stores, offices, and bus stops.
3. Plazas between buildings create a pedestrian-friendly environment.
4. Underground parking frees site for open space, mixed uses, and creates pedestrian-friendly environment.
5. Bus stops are accessible to entire development.

Fig. UD-7

Mid-Sized Office Building - Typical

Typical Problems:

1. Poor access to bus stop and sidewalks.
2. Parking creates poor pedestrian access to building.
3. Driveway entry is too close to intersection (safety issues).
4. No pedestrian connections to adjacent developments.



Transit-Compatible - Mid-Sized Office Building

Transit-Compatible Objectives:

1. Locating building near street corner improves access to bus stop.
2. Parking and driveways located behind building.
3. Building accessible from both rear parking and sidewalks.
4. Bus stop incorporated into plaza design.
5. Connections to neighboring activities.
6. Underground parking for car pools, van pools, bicycle, motorcycle, disabled.

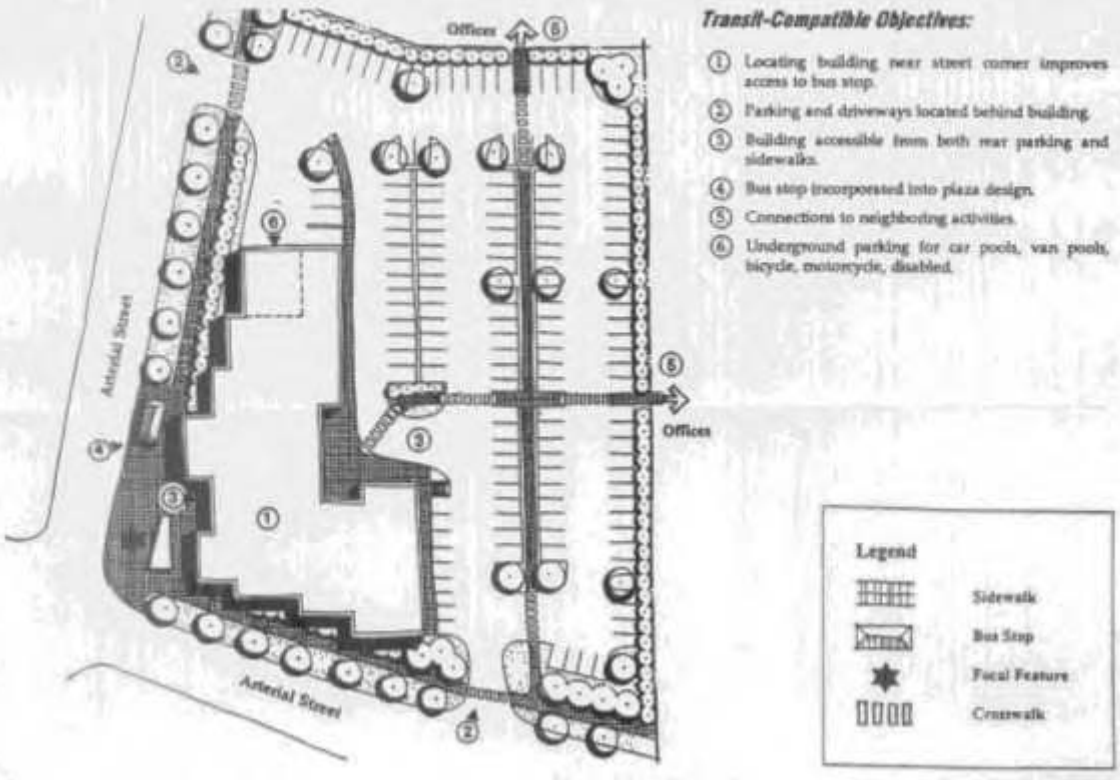


Fig. UD-8

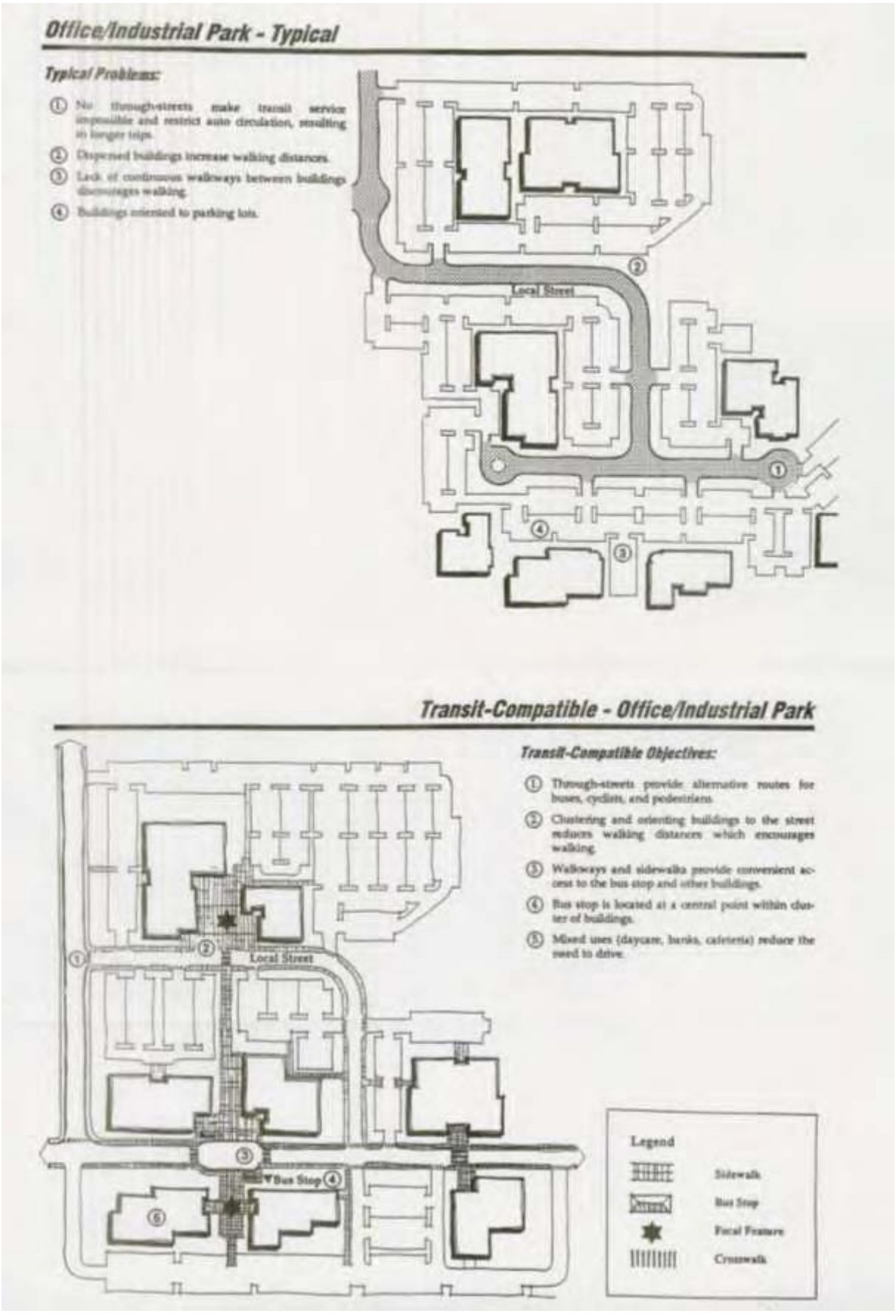
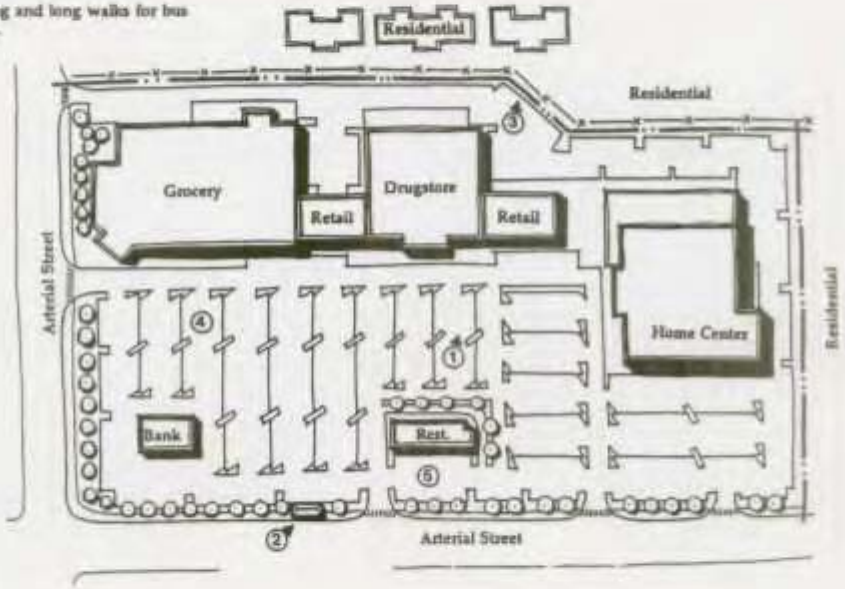

Office/Industrial Park - Typical
Typical Problems:
① No through-streets make transit service impossible and restrict auto circulation, resulting in longer trips.
② Dispersed buildings increase walking distances.
③ Lack of continuous walkways between buildings discourages walking.
④ Buildings oriented to parking lots.
Local Street
Transit-Compatible - Office/Industrial Park
Transit-Compatible Objectives:
① Through-streets provide alternative routes for buses, cyclists, and pedestrians.
② Clustering and orienting buildings to the street reduces walking distances which encourages walking.
③ Walkways and sidewalks provide convenient access to the bus stop and other buildings.
④ Bus stop is located at a central point within cluster of buildings.
⑤ Mixed uses (daycare, banks, cafeteria) reduce the need to drive.
Local Street
Bus Stop
Legend
Sidewalk
Bus Stop
Focal Feature
Crosswalk

Fig. UD-9

Neighborhood Shopping Center - Typical

Typical Problems:

1. Lack of walkways into and through the site.
2. Unsafe and inconvenient access to bus stop and sidewalks.
3. No access to adjacent residential areas.
4. Large setback from street reduces pedestrian access.
5. Design creates uninviting and long walks for bus patrons and pedestrians.



Transit-Compatible - Neighborhood Shopping Center

Transit-Compatible Objectives:

1. Buildings and walkways located for safer and easier pedestrian access.
2. Covered walkway links bus stop with stores.
3. Pedestrian access from neighboring residences.
4. Free standing businesses located on corner for better pedestrian access.
5. Interior walkways connected with perimeter sidewalks.

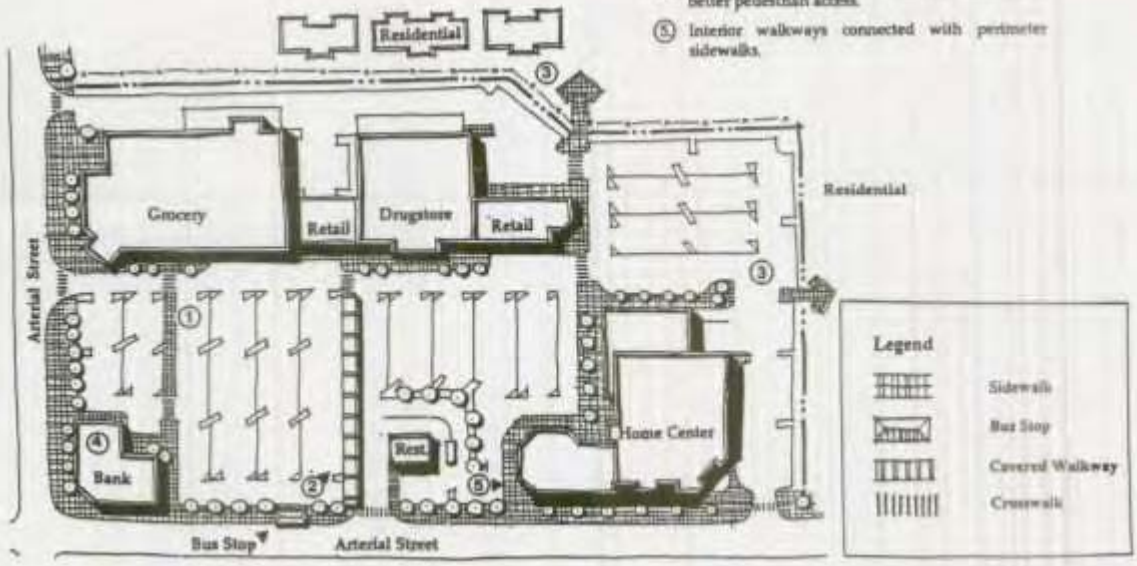
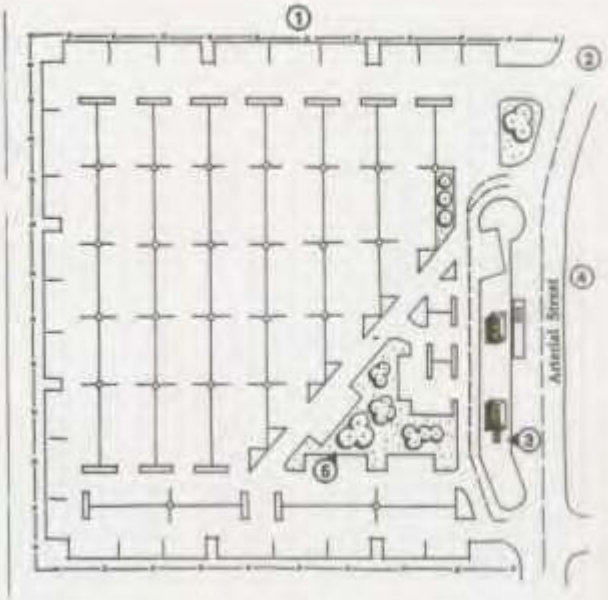


Fig. UD-10

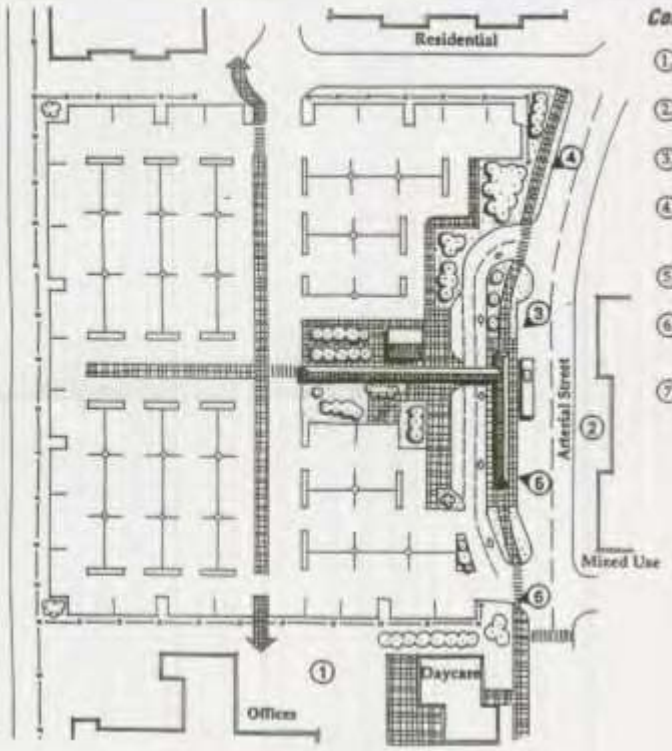
Park-and-Ride Lot - Typical

Typical Problems:

1. No compatible adjacent activities or land uses.
2. No separate bus and auto entrances/exits.
3. No secured bicycle parking. Inadequate weather protection and waiting areas for patrons.
4. Park-and-ride lot uncomplimentary to neighborhood.
5. Inconvenient pedestrian access and circulation both into and on site.



Community-Compatible - Park-and-Ride Lot



Community-Compatible Objectives:

1. Surrounding residential, service, and commercial activities provide patrons, service and security.
2. Adjacent multi-story building(s) provide security around park-and-ride lot.
3. Attractive facility has high-visibility and sense of security for patrons.
4. Use of low ground covers and deciduous trees with high canopies balance visibility, security, site design, and buffering.
5. Covered walkway and shelters protect patrons from weather.
6. Perimeter fence and landscaping provide buffering except where access is needed from adjacent activities.
7. Neighborhood is enhanced by landscaping and facility amenities.

Fig. UD-11

UD-P3 Pedestrian linkages between major activity areas should be provided across built features that act as barriers to safe and easy access. For example, safe and accessible pedestrian linkage should be provided between the downtown / Main Street retail activity area, the riverfront activity area and the University of Washington Bothell / Cascadia College campus.

Examples of alternative approaches to covering a portion of SR 522 in order to better link Downtown and the Sammamish River are provided in **Figures UD-12, UD-13** and **UD-14**.

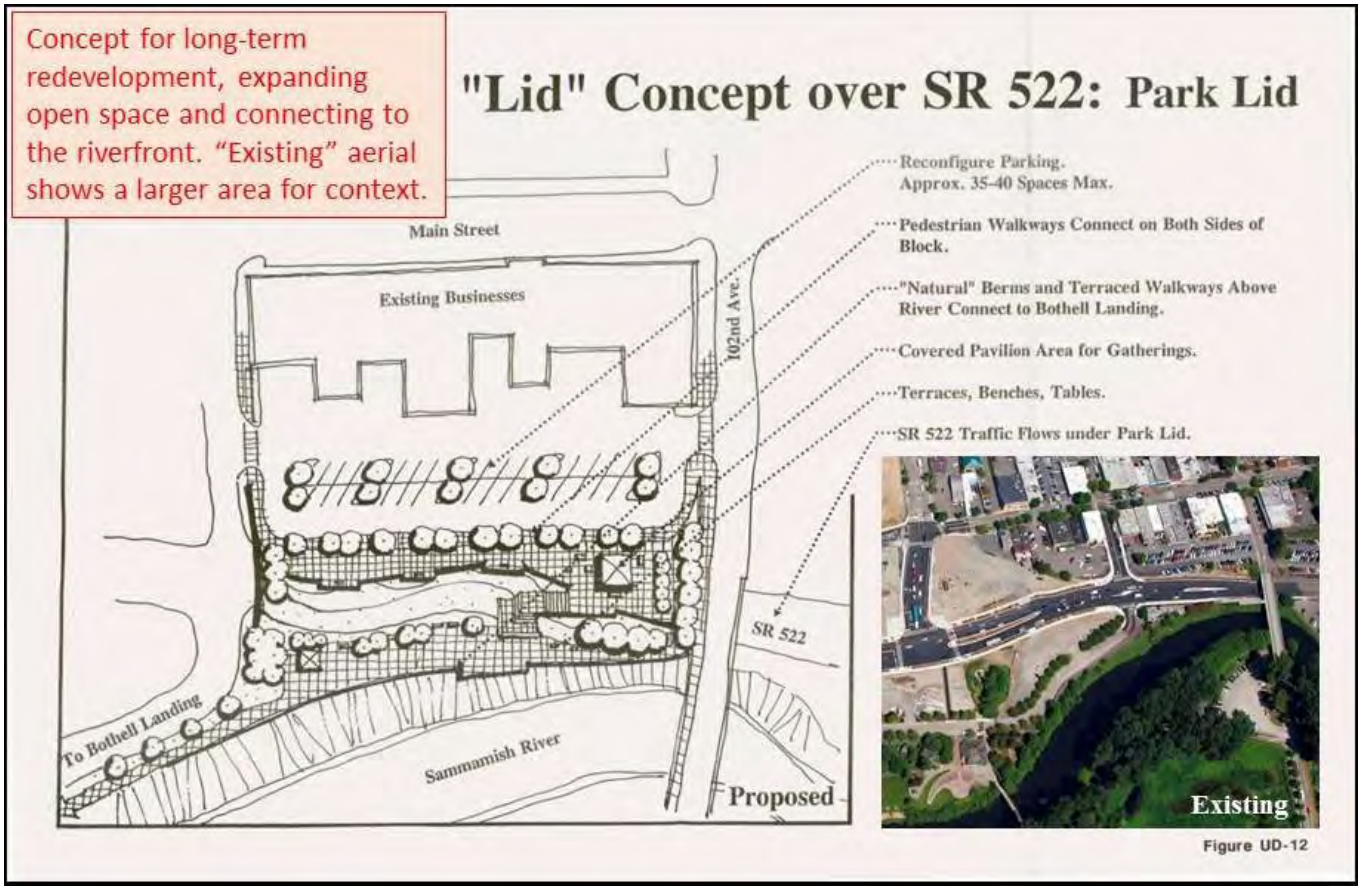
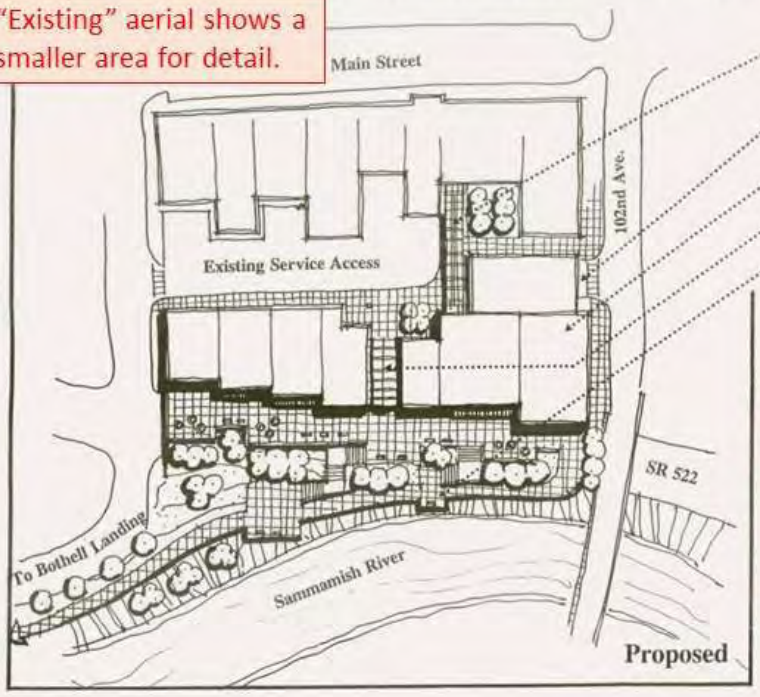


Figure UD-12

"Lid" Concept over SR 522: New Development with Park

"Existing" aerial shows a smaller area for detail.



New Covered Walkway Connects to Existing Throughway to Main Street.

Underground Parking Access Off 102nd Ave. Second Story Office Above.

One or Two Story Office/Retail with Balconies.

Walkway through to View Terraces.

Landscaped Terraces and Ramps Link up to Bothell Landing.

Figure UD-13

This cross section illustrates the "New Development with Park" concept in Figure UD-13.

"Lid" Concept over SR 522

The properties just north of SR 522 and west of 102nd Ave. have excellent redevelopment potential. A mix of retail, restaurant and office uses could take advantage of the exceptional views and good access to the Sammamish River. Such would also reinforce business activity in downtown. The illustrations show two options for a "lid" over SR 522, one with a park and the other with park and development.

A. Existing Backs of Main Street Shops.

B. Two Story Office Infill.

C. Covered Pedestrian Walkway Links up to Existing Throughway to Main Street.

D. Two Story Mixed-use Office above Retail/Restaurant with Outdoor Terraces.

E. Underground Garage for @70 Cars.

F. Landscaped View Terraces and Ramps.

G. New Walkways to Bothell Landing.

H. Public Outdoor Terraces Along River.

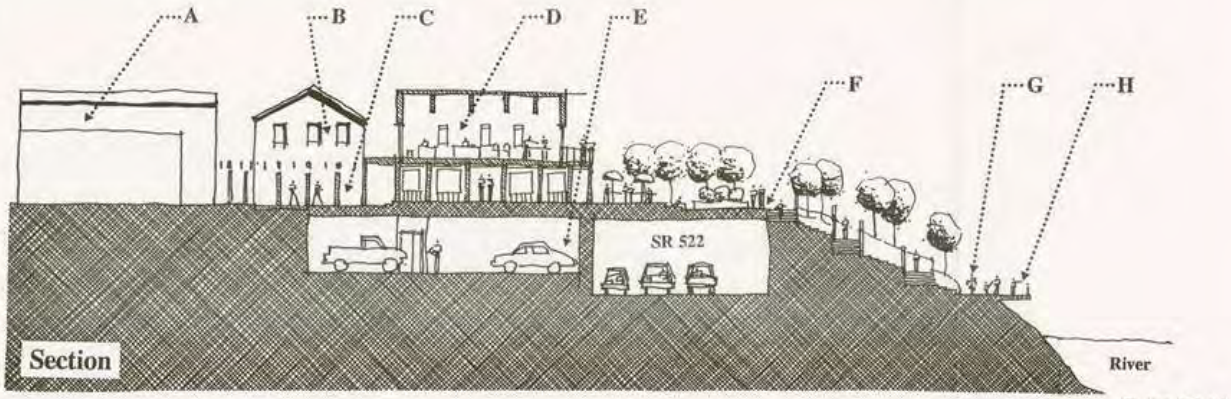


Figure UD-14

UD-P4 Explore ways to partner with the private sector to achieve high quality urban design that preserves and enhances property values as well as community amenities.

Community Policies

UD-P4 Activity centers within Bothell should have a community focal place for public interaction. A focal place may be a park, plaza, shopping street or other feature which invites interaction. The focal place should accommodate transit service and be linked to residential areas via pedestrian and bicycle facilities.

UD-P5 Provide for pedestrian-oriented mixed use neighborhood villages where appropriate within the Planning Area to promote a sense of community to residential areas and reduce the number and length of limited item convenience shopping trips by automobile.

UD-P6 Develop a variety of active and passive parks and open spaces accessible to all residents of the community. These facilities may be developed by the City or by private developers in conjunction with a residential, commercial or industrial development. See also Parks and Recreation Element.

UD-P7 Retain existing natural features such as steep slopes, wetlands, streams, and mature wooded areas as open space. See also Natural Environment and Land Use Element.

UD-P8 Provide convenient pedestrian pathways connecting residences with parks and recreation facilities, transit, shopping and services, other residential areas or subdivisions, and places of employment. Landscaping, lighting, and pedestrian furniture such as benches and trash cans should be incorporated into the design of such pathways. See also Transportation Element.

UD-P9 Provide convenient bicycle pathways or routes connecting residential areas with parks and recreation facilities, transit, shopping and services, and places of employment, and connecting City streets with the regional road network to facilitate commuting. See also Transportation Element.

UD-P10 Due to the difficult topography within Bothell's neighborhoods and the reality that Bothell residents wish to discourage cut-through traffic on residential neighborhood streets, it is the policy of the City of Bothell that the residential street pattern shall not emphasize a grid or connected network of streets that would promote neighborhood cut-through traffic, but should accommodate non-motorized connections and consider emergency and life safety access.

UD-P11 It is the policy of the City of Bothell to support a connected network of streets within Bothell's community activity centers and other commercial areas so long as these connections do not encourage or promote residential neighborhood cut-through traffic.

UD-P12 Where the Right-of-Way allows, provide street trees on both sides of all streets. Develop street tree plans for activity centers to visually unify and define the boundaries of such centers. Refine the street tree plan for the boulevard system. Select tree species which are appropriate for their designated locations, taking into consideration factors including but not limited to clearance under aerial wires and proximity of underground utilities and sidewalks.

UD-P13 Promote transit usage in road improvements through provision well designed bus oriented streets, stops and attractive and inviting shelters.

UD-P14 Promote the design and installation of subarea or neighborhood signage, where desired by residents and/or business owners, to foster a sense of identity and pride in residential and/or commercial areas.

UD-P15 Ensure that development on hillsides blends visually and functionally into the natural environment to the maximum extent possible.

Streetscape

UD-P16 New development should accommodate human activity by providing balconies, terraces and yards for residents' use. Entrances, porches, balconies, decks and seating should be located to promote pedestrian use of the street edge by providing weather protection, security and safety.

UD-P17 Provide clearly marked pedestrian entries from the street. Parking garage and parking lot entries should be physically separated from the pedestrian entry and should be designed to complement rather than subordinate the pedestrian entry.

UD-P18 Buildings should not orient large areas of blank walls to the street. Blank walls should be screened with landscaping such as vine-covered trellises and planting beds, architectural features such as decorative tile or masonry, or art such as murals or bas-relief sculptures.

UD-P19 Retaining walls and exposed foundations should be either of materials which reduce their scale, such as brick or stone, or treated sculpturally to appear less monolithic. High retaining walls should be terraced down and incorporate hanging or climbing vegetation. In hillside development, retaining walls and high foundations on the underside of buildings shall be screened with vegetation.

UD-P20 Service facilities such as dumpsters, electrical meters and mechanical equipment should not face the street. Dumpsters should be screened with a durable and attractive structure. Gutters and downspouts should be visually integrated into the design of the building.

UD-P21 All parking lots and storage, loading or maintenance areas within visual proximity of a public sidewalk should be screened from the sidewalk to create a pleasant pedestrian environment.

UD-P22 Parking garages should be architecturally compatible with the remainder of the building. Parking garages located within a pedestrian oriented area of an activity center having frontage on a street should have the street level floor devoted to retail business and personal services or office uses. Parking garages outside pedestrian oriented areas of activity centers having frontage on a street should be screened with landscaping, berming and/or grillwork, subject to maintaining adequate sight lines for the safety of pedestrians and motorists.

UD-P23 Within and around activity centers, provide pedestrian scale lighting. Lighted bollards should be considered to illuminate paths and walkways. Provide indirect light to the sidewalk by lighting elements in the street environment such as trees, walkways, canopies and entryways.

UD-P24 Exterior lighting should be an integral part of the architectural and landscape design of any project. Fixture style and design should be compatible with the building design, while providing appropriate and safe levels of lighting.

UD-P25 Infill development on existing streets should enhance and preserve the distinctive and positive qualities of the streetscape, through such measures as matching or complementary landscaping designs and materials, construction materials, colors, textures or elements, and lighting fixtures.

UD-P26 Integrate trees and planting beds within parking areas. Indigenous varieties of plant species are recommended, particularly those that minimize water and maintenance requirements.

Site Planning

UD-P27 Buildings should be sited to acknowledge and reinforce the existing characteristics of the street. In established neighborhoods new buildings should be set back from the street approximately the same distance as neighboring buildings. However, where protection of existing trees or other natural features or preservation of views is desired, varying street setbacks may be appropriate.

UD-P28 Where appropriate, buildings should provide a front face to the street, and building facades should relate to the street. The main approach to any residential building should not be off a parking lot. Provide clear pedestrian entries to buildings from the street and not just from adjacent parking lots. Compose architectural elements to add interest to the building facade. Provide a transition from the public realm of the street to the private realm of the residence. Such a transition could be a well landscaped front yard, a low fence or wall, a courtyard, or other device that provides privacy but visibility from the street.

UD-P29 Within the context of higher density, mixed residential and commercial zones, residential and mixed-use buildings should be sited to orient to the street and respect adjacent residential properties. Careful siting should focus views towards private courtyards or gardens, and limit parking lots. Structured parking is encouraged to reduce the impact of cars and parking lots. Mixed-use development should provide clear pedestrian circulation routes connecting residences and parking to adjoining uses and services.

UD-P30 Buildings which project beyond the homes on adjacent lots should be carefully designed to minimize their impacts on privacy and solar access.

UD-P31 Parking, except on the street edge, should not be located between buildings and the street, particularly where residential structures are concerned. Surface parking which cannot be located to the rear of the development should be located to the side if screened from adjacent residences. Provide a screening wall of solid and attractive materials enhanced by landscaping to buffer the visual and audible impacts of automobiles. The height of the screen should be sufficient to prevent direct views from the parking lot into the first floor of residential units on adjacent lots and block headlights. Provide trees, trellises or other coverings which reduce the views of parking lots from neighboring homes. Locate and aim parking lot and other site lighting so that it does not cause glare and intrusive light patterns into neighboring residential properties.

UD-P32 Organize and site multi-family residential buildings to create usable open space by utilizing one or more of the following: well landscaped courtyards; individual outdoor spaces for all ground floor units; rooftop decks, balconies, and well defined patios; play areas for children, located away from parking lots and the street edge; group or individual garden plots for residents' use; other similar outdoor open spaces. Open space should be large enough to accommodate human activity and seating. Balconies should generally be at least six feet deep. Orient outdoor spaces to receive sunlight. Provide paths, site furniture, lighting and other elements which will make outdoor spaces more enjoyable and better used.

UD-P33 Continue applying and refining regulations and programs to promote the protection of significant trees and groves in order to:

- retain the positive visual character of the landscape;
- preserve and enhance the city's physical and aesthetic character;
- minimize surface water runoff, prevent erosion and reduce the risk of landslides.

UD-P34 Encourage transit use by making transit more convenient and by ensuring that transit and bus shelters are integrated compatibly into the neighborhood.

Building Design

UD-P35 The design of a building, its location on the site, and its layout should respond to specific site conditions. Site characteristics to consider in the design of a building include the following:

Topography

Reflect natural topography rather than obscure it. For example, buildings should be designed to step up hillsides to accommodate significant changes in elevation.

Where neighboring buildings have responded to similar topographic conditions on their sites in a consistent and positive way, consider similar treatment for the new building.

Designing the building in relation to topography may help to reduce the visibility of parking garages.

Solar Orientation

The design of a structure and its massing on the site should enhance solar exposure for new development and minimize impacts on adjacent structures and public areas to the maximum extent possible.

Corner Lot

Building design can accent the corner at an intersection of streets with a change of building wall plane and roofline.

Site Size and Configuration

On small, narrow sites or sites with frontage on narrow streets, massing and design should help minimize the perception of building bulk, minimize impacts on adjacent development and enhance conditions for on-site open space.

Natural Features

Reflect natural features such as views, stands of trees, and open space by providing views and pedestrian access to these amenities.

Pedestrian Oriented Shopping Streets

Reinforce the streetscape within commercial areas with shops at ground level and pedestrian amenities. Within community activity centers, include wide sidewalks, street trees within tree grates, street furniture, special lighting standards, and other pedestrian amenities. Pedestrian oriented streets can be private streets within shopping centers.

Existing Structures on the Site

Where a new site shares a site with an existing structure or is a major addition to an existing structure, designing the new structure to be compatible with the existing structure will help it fit in.

UD-P36 Unless there is an overriding concern or a poorly defined context, new buildings should reflect the architectural character of surrounding buildings in some of the following ways:

- similar unifying concept;
- similar proportions, scale, and roof line;
- similar architectural style, and exterior finish materials;
- similar patterns and proportions of windows;
- similar entry configuration and relationship to the street;
- similar architectural details or features.

UD-P37 Use modulation and articulation in a clear rhythm to reduce the perceived size of all large buildings.

UD-P38 Buildings should be designed and built with a sensitivity to the architectural scale of adjacent buildings.

UD-P39 Consideration should be given to the design of a building's roofline that articulates the top element of the building and reinforces the overall architectural character.

No roof mounted mechanical equipment should be visible from the sidewalk or roadway of the adjacent street.

UD-P40 All buildings should incorporate well proportioned architectural features, elements and details to achieve good human scale.

UD-P41 Building exteriors should be constructed of durable and easily maintainable materials that are attractive at close distances. Materials that have an attractive texture, pattern or

quality of detailing are encouraged. Siding should reflect in texture and color typical Northwest building patterns like wood siding and shingles, brick, stone and terra-cotta tile. Metal siding should have visible corner moldings and trim. Metal roofing colors should be subdued to avoid glare. Reflective glass is discouraged in a residential or pedestrian oriented streetscape. Concrete walls should be enhanced by texturing, coloring with a concrete coating or admixture, or by incorporating embossed or sculpted surfaces, mosaics or artwork. Concrete block walls should be enhanced with textured blocks, colored mortar, decorative bond pattern and/or incorporating other masonry materials. Stucco and other trowel finishes should be trimmed in wood or masonry and should be sheltered from extreme weather by roof overhangs or other methods.

UD-P42 Signage on commercial, retail, and industrial buildings should be the minimum necessary to indicate the presence and function of the business. Signs that incorporate moving or flashing elements are discouraged, and portable signs should be limited and controlled. The size, scale, and amount of signage should be compatible to the mass and scale of the building and its associated architectural features.

Actions

UD-A1 Develop regulations where appropriate to implement the policies of this element.

UD-A2 Provide these policies to developers to assist them with project design.

UD-A3 Continue to identify "catalyst projects" that may stimulate quality development of the surrounding area and investigate ways the City can promote or encourage their development.

UD-A4 Continue to identify the location of prime entry points (gateways) within the Planning Area and construct entry signage and landscaping.

UD-A5 As part of the Subarea plan update process, consider installation of Subarea entry signs, where desired by area residents, and adoption of a unifying design theme for street facilities such as lighting, benches, manhole covers, and kiosks to help foster a sense of neighborhood or community identity.

UD-A6 Continue to monitor and refine, as necessary, tree retention regulations.

UD-A7 Work with the business community and residents to ensure the effectiveness of the current City sign regulations and update the regulations as necessary to address conflicts or problems with sign code enforcement.

UD-A8 Explore methods for encouraging or requiring incorporation of public art in developments.

UD-A9 As demand for development in the downtown core expands, explore the feasibility of expanding buildable area and improving connections to the Sammamish River through a lid over SR 522 (see **UD-P3** and figures **UD-12, UD-13** and **UD-14).**